

## Russian energy still reaching UK ports

*By admin On March 7, 2022 In Cargo, Insurance Marine News, Keep, Marine Liability, Political Risk, Credit & Finance*

Energy supplies originating from Russia were still being delivered to the UK on March 4th, even though dock workers on the Isle of Grain, Kent, on Thursday declined to unload Russia-sourced LNG.

Dockers in Kent have refused to unload two tankers of Russian gas, forcing the **Boris Vilkitsky** (IMO 9768368) and **Fedor Litke** (IMO 9768370) to divert from the Isle of Grain, which is the largest terminal in Europe for importing liquefied natural gas (LNG).

Unison head of energy Matt Lay said staff were “determined to support the Ukrainian people and uphold the sanctions imposed against Russia”.

UK Transport Secretary Grant Shapps announced on Tuesday that the UK had become the first country to pass a law banning ships with “any Russian connection” from entering its ports. However, Lay said that “Sadly, this doesn’t seem to be the case. The Department for Transport rules only appear to cover the ownership and operators of vessels, not the cargo.”

The two tankers contain enough liquid gas to supply the UK for up to 12 days. As of March 5th, the Fedor Litke was awaiting orders while underway in the North Sea off the south-west coast of Norway.

As of March 5th, the Boris Vilkitskiy was underway awaiting orders in the Bay of Biscay, close to Nantes, France.

A National Grid Spokesperson said: “In line with government policy, we do not

‘Few cargoes moving’

A spokesman for the Department for Business, Energy & Industrial Strategy said the sanctions apply to ships that are Russian owned, operated, controlled, registered or flagged, adding that government ministers were “exploring options” to further reduce the already small amount of imports we do get from Russia and we continue to urge Europe to put in place plans to end their dependence in Russian gas.

In a situation almost unprecedented in the West, sanctions appear to be emanating from the bottom up rather than the top down. It is not clear how governments that are used to imposing sanctions rules will cope with this. While there are clear rules on what can be done to people who break sanctions, there aren't any for situations where people go further than the government in their application.

Trades union Unison, and its members at the terminal, felt that the newly announced UK rules against Russian or Russian-associated ships permitted a loophole that Russian oil and gas was not barred from UK ports, so long as the ship itself had no association with Russia apart from picking up the cargo.

On Tuesday the UK banned from its ports all ships that are Russian owned, operated, controlled, chartered, registered or flagged. It later said, however, that Russia could still send oil and gas to UK because the sanction was focused on the vessel, not its cargo.

According to Refinitiv Eikon shipping data cited by *Reuters*, products tanker **Seacod** (IMO 9352315) had docked in Liverpool after picking up an oil cargo from Primorsk in Russia, while the **Pearl LNG** (IMO 9862346) was moored at the Dragon LNG terminal in Wales.

As of March 5th Seacod remained moored in Liverpool.

As of March 5th the Pearl LNG was en route from Milford Haven to the Gulf of Mexico, (departed March 4th, ETA unknown).

Meanwhile, UK-listed Shell bought a cargo of Russian crude oil from Swiss trader Trafigura .The cargo is due to load March 14th-18th and is the first Russian crude since the invasion of Ukraine began last week.

A Shell spokesperson said that “we currently purchase it and other Russian products for some refineries and chemical plants to ensure that we continue the production of essential fuels and products that people and businesses rely on every day”, adding that “we will further reduce our use of Russian oil as alternative crudes become available to buy...in the current, tight market there is a relative lack of alternatives.”

Shell said early last week that it would be quitting all of its Russian operations, including a major LNG plant, in line with moves by other major Western energy companies following the invasion. Trafigura said that it was reviewing its operations and froze further investment.

Meanwhile, two crude oil tankers due to load Russian Urals and Kazakh CPC blend last week were reported as cancelled as a result of Russia's invasion of Ukraine, sources with direct knowledge of the matter told *Reuters*. Crude oil tanker **Wonder Vega** (IMO 9293155) was due to load CPC Blend on March 7th and oil tanker **Iberian Sea** (IMO 9815604) was due to load Urals. The shipowners cancelled both vessels, the sources said. Vitol, which booked the vessels, had found a replacement, according to three sources. The cancellations were due to the proximity of Russia's invasion of Ukraine. Novorossiysk is a port in the Black Sea.

As of March 6th the Wonder Vega was at anchor in the Aegean Sea near Myrina, Greece.

As of March 4th the Iberian Sea was listed as being in the Marmara Sea, en route from Korfez in Turkey to Marsaxlokk in Malta, ETA March 7th.

2017-built, Cyprus-flagged, 128,806 gt Fedor Litke is owned by Hai Kuo Shipping 1602 Ltd care of manager Dynagas Ltd of Athens, Greece.

2017-built, Cyprus-flagged, 128,806 gt Boris Vilkitsky is owned by Hai Kuo Shipping 1601 Ltd care of manager Dynagas Ltd of Athens, Greece.

2020-built, Malta-flagged, 115,345 gt Pearl LNG is owned by Cardiff LNG Delta Owning LLC care of manager TMS Cardiff Gas Ltd of Athens, Greece. It is entered with Gard P&I on behalf of Cardiff LNG Delta Owning LLC.

2006-built, Germany-flagged, 26,548 gt Seacod is owned by Seacod care of manager German Tanker Shipping GmbH of Bremen, Germany. It is entered with Skuld (Business Unit Skuld Hamburg) on behalf of German Tanker Shipping GmbH & Co KG.

2005-built, Marshall Islands-flagged, 57,164 gt Wonder Vega is owned by Starlord Shipping Co care of manager Pavimar SA of Athens, Greece. ISM manager is Wallem Shipmanagement Ltd of Hong Kong, China. It is entered with Gard AS on behalf of Starlord Shipping Co.

2018-built, Liberia-flagged, 63,416 gt Iberian Sea is owned by Forward Gloria Nav/Daiwa Kisen care of Daiwa Kisen KK of Fukuoka, Japan. It is entered with Gard P&I on behalf of Eastern Pacific Chartering Inc.